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California High-Speed Rail Authority
P.O. Box 162771
Sacramento, California 95816

HIGH-SPEED RAIL AUTHORITY REVISED MEETING SCHEDULE

Mark Your Calendars

The Authority consists of nine members: five appointed by the Governor, two appointed by the Senate Rules Committee, and two by the Speaker of the Assembly. The members are:

- **Michael E. Tennenbaum, Chair**
- **Edward P. Graveline, Vice Chair**
- **Dr. Ernest A. Bates**
- **Jerry B. Epstein**
- **James R. Mills**
- **John P. Fowler**
- **William E. Leonard**
- **T.J. (Tom) Stapleton**
- **Donna Lee Andrews**

- **Authority Meeting, March 15, San Jose** — Economic Impact Analysis, Operational Integration, Financial Plan Policies
*Santa Clara County Board of Supervisors
70 West Hedding Boulevard
San Jose, CA*
- Authority Meeting, April 21, San Diego — So. California Alignment Findings; Commuter Concepts, Ridership and Revenue Forecasts
*San Diego State Building
1350 Front Street
San Diego, CA*
- Authority Meeting, May 19, San Francisco — Northern and Central California Alignment Option Findings
*San Francisco Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA*
- HSGTA Annual Meeting, June 6-9, Seattle
- Authority Meeting, June 16, Los Angeles — VHS Alignment Recommendations, System Integration Recommendations, Selection of Draft Recommendation System
*Metropolitan Water District of Southern California
700 North Alameda Street
Los Angeles*
- Authority Meeting, August 18, Santa Ana — Financial Plan Recommendations
- Authority Meeting, September 15, Fresno — Draft Business Plan
- Authority Meeting, December 15, Riverside — Final Business Plan

Mehdi Morshed
Executive Director

Dan Leavitt
Deputy Director

John Barna
Deputy Director

Carrie Pourvahidi
Chief Administrative Officer

Jill Young
Executive Assistant

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CALIFORNIA HIGH-SPEED TRAIN UPDATE

FEBRUARY/MARCH 1999



AUTHORITY WELCOMES SENATOR JIM MILLS & DONNA LEE ANDREWS AS NEWEST MEMBERS

With its February meeting, the Authority now has all nine members in place. The Senate Rules Committee appointed former president pro tempore of the Senate, James R. Mills of San Diego, to its vacancy on the Authority. Speaker of the Assembly, Antonio Villaraigosa, filled the Assembly vacancy by appointing Los Angeles businesswoman Donna Lee Andrews. Mills fills the vacancy created by Mehdi Morshed, who is now the Authority's Executive Director, and Andrews takes over for Dean Florez, who was elected to the Assembly.

Both Mills and Andrews have extensive transportation and rail experience. Mills spent 22 years in the California Legislature, six in the Assembly and the rest in the Senate. He served as chairman of the Transportation Committee and rose to become the Senate leader, the president pro tempore, from 1971 to 1980.

In the early 1970s, Mills sponsored legislation to establish financing for public transit systems throughout the state. He also wrote the bill that led to the development of San Diego's famous trolley system.

From 1977 to 1981, Mills served on the board of directors of Amtrak, becoming its chairman in 1981. From 1986 to 1994, Mills was chairman of the San Diego Metropolitan Transit Development

Board. He also served as chairman of the Los Angeles-San Diego Rail Corridor Agency from 1987 to 1994.

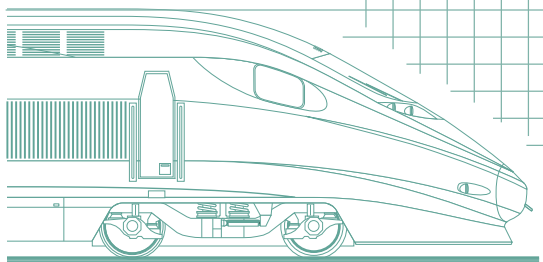
Andrews is well versed in high-speed rail issues in California, having been a member of the previous California Intercity High-Speed Rail Commission. Andrews is also involved in transportation issues in Southern California. Her company, Lee Andrews Group, provides technology, environmental and public affairs services to corporate and public sector clients in the areas of transportation, construction and environmental compliance.

AUTHORITY DIRECTS STUDY OF VARIOUS ROUTE CONCEPTS

With the California Intercity High-Speed Rail Commission's recommended alignment as the "Baseline Corridor," the corridor evaluation lead consultant, Parsons Brinckerhoff (PB), proposed a series of alignment alternatives for the Authority's consideration at the February meeting.

The alternatives represent the key corridor options to be studied as part of the overall high-speed rail system. The Commission reviewed many of the alternatives as part of its work. Regional and local agency input generated several new options for review. *CONTINUED ON NEXT PAGE*

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The Authority accepted PB's route concepts and will determine which alternatives will be included in the business plan at the April, May and June Authority meetings. PB will present findings for the Southern California alignment options at its meeting in San Diego on April 21. The consultants will present Northern and Central California route options at the Authority's San Francisco meeting on May 19. Members will decide on the draft recommended system at its June 16 meeting in Los Angeles.

The alternatives PB will review include:

San Diego Area

- Terminus at QUALCOMM Stadium downtown San Diego
- Initial Service along the LOSSAN Rail Corridor, using Upgraded Conventional Service

Inland Empire

- Ontario Airport to Riverside along I-215 Corridor
- SR-91/Metrolink Corridor from Orange County

Orange County

- SR-91/Metrolink Corridor
- Orange County Branch Terminus

Los Angeles to LAX

- Existing BNSF Rail Corridor
- Existing UP Rail Corridor

Tehachapi Crossing

- Antelope Valley/Mojave Pass
- Aquaduct Pass
- I-5/Grapevine

Central Valley

- East of SR-99
- West of SR-99
- BNSF Rail Corridor
- UP Rail Corridor

Bay Area

- Altamont Pass
- Pacheco Pass
- East Bay
- Peninsula Corridor
- Terminus at Interface with Regional Transportation System

These alternatives are not a comprehensive list. Although the Authority approved the list, the Authority may consider investigating other options.

The alternatives can be found on the Authority's website, www.cahighspeedrail.ca.gov. Copies are also available by calling the Authority office at 916/324-1541. Please direct questions or comments to Dan Leavitt, 310/917-1049.

AUTHORITY ADOPTS RAIL SYSTEM POLICIES TO GUIDE STUDY

At the Authority's January meeting in Sacramento, the System Integration team — led by Arthur Bauer & Associates — recommended pursuit of a high-speed feeder system that builds on existing intercity and commuter rail corridors. The team also presented the first inventory of all of California's intercity and commuter rail operations. At the February meeting in Los Angeles, the Authority adopted policies to guide the system integration plan.

The policies include:

- The high-speed train business plan shall include a spine consisting of very-high-speed service and a complementary high-speed service network.
- The very-high-speed spine shall be capable of operating speeds of 200+ mph; grade separated along the entire line; double-tracked; and electrified. VHS service will not share track with standard U.S. freight.
- The high-speed network shall have the following characteristics: capable of operating speeds of 100+mph; partially grade separated; travel times better than automobile; be limited to corridors where it is more cost effective than VHS service or where VHS is not feasible; may share track with freight or other passenger trains; double track with possible exception of specific locations; need not be electrified.
- The high-speed corridors to be further evaluated for inclusion in the business plan are:
 1. Colfax/Sacramento/Martinez/Oakland/San Jose/Gilroy;
 2. San Luis Obispo/Santa Barbara/Oxnard/